

Public Comments

Agenda Item # 1



November 9, 2020
Special Meeting for a Joint Study Session of City Council and
Parks, Beaches, and Recreation Commission

From: [Mollie Sitkin](#)
To: [Public Comment](#)
Subject: STUDY SESSION 11/9/2020 – Bike Park
Date: Saturday, November 7, 2020 7:40:40 AM

[CAUTION: External Email]

Hi there,

I'd like to make a public comment in favor of the bike park. My family and I would make use of it regularly.

Mollie Sitkin
Linda Mar Resident

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From: [mark.baioni](#)
To: [Public Comment](#)
Subject: STUDY SESSION 11/9/2020 - Bike Park
Date: Sunday, November 8, 2020 7:47:52 PM
Attachments: [Bike Park - M Baioni.pdf](#)

[CAUTION: External Email]

Submitted by Mark Baioni

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Mayor Martin and council members,

My name is Mark Baioni. I recently learned lower Frontierland is being considered for a bike park. I often enjoy lower Frontierland and have for many years. I am aware of other Pacifica residents who frequent and value the site as well.

I hope an alternate location can be found for the bike park, one that does not take away space already being appreciated by others.

Thank you.

A handwritten signature in cursive script, appearing to read 'Mark Baioni', written in dark ink.

Mark Baioni

From: [Jill Baioni](#)
To: [Public Comment](#)
Subject: STUDY SESSION 11/9/2020 - Bike Park
Date: Sunday, November 8, 2020 7:51:27 PM
Attachments: [Bike Park - J Baioni.pdf](#)

[CAUTION: External Email]

Submitted by [Jill Baioni](#)

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Good evening, Mayor Martin and council members.

My name is Jill Baioni. I am not speaking tonight because I oppose a bike park for our city. My concern is the location being considered. Quite simply: Lower Frontierland is currently being enjoyed and appreciated, and has been for many years, by many Pacifica residents, including myself, on a daily basis.

I believe there are better site options for the bike park. Apparently Fairmont Park and the old rifle range were considered. Was the area next to Gearhead considered, where bike jumps already exist, between Park Mall and the library?

Lower Frontierland is isolated. Its location is obscured by many trees and bushes. It is not visible from the street. The land is essentially hidden and unfortunately a high-fire risk as our state is in a perpetual drought. Such a remote spot for an activity which will draw a young population is asking for trouble.

Thank you for listening.

Jill Baioni

Brooks, Elizabeth

From: Eli Poblitz [REDACTED]
Sent: Sunday, November 8, 2020 8:48 PM
To: Public Comment
Subject: STUDY SESSION 11/9/2020 – Bike Park

[CAUTION: External Email]

Honorable Members of the City Council and Pacifica, Parks, Beaches, and Recreation Commission,

I am writing to support and encourage that the City Council and Parks Beaches and Recreation Committee move forward with the Pacifica Bike Park Committee's recommendation for Lower Frontierland Park to be the preferred potential space to build a new bike park. It is vital that the Pacifica Bike Park Committee (PBPC) is able to have the City's approval of this first step so that they can focus on the costs, environmental considerations, and potentials concerns. It is not feasible for the PBPC to create several proposals for different sites that they have already researched and considered. With both the Council and the PB&R Commission's approval to move forward at Lower Frontierland, the PBPC can finally have a singular focus for the information needed for the Bike Park formal proposal.

Pacifica is already well known across California as being a bike-friendly town. Between the outstanding mountain biking opportunities and the thoughtful Bicycle and Pedestrian Master Plan that has been adopted, Pacifica is at the forefront of acknowledging the power that bicycles have in regard to health, community, and the environment.

A new bike park would allow for families to have a safe and ideal space to learn new riding skills and bond. I have visited the Bike Park in Livermore as well as the one in Truckee with my wife and two sons. At each of the bike parks what I noticed was a span of ages, backgrounds, and genders. The riders were from 5 years old to 75 years old. There were also many female riders as well as riders of all ethnicities. I believe Pacifica's Bike Park located at Lower Frontierland would encourage this same type of diversity. It would be a true community-building space.

Please consider this request to make the Lower Frontierland Park space the agreed-upon space for the Pacifica Bike Committee's proposal for a new bike park in Pacifica. This would be a positive outlet for so many youth and adults to connect, build skills, and be healthy.

Thank you for your time.

Sincerely,
Eli Poblitz

[REDACTED]
Pacifica, CA [REDACTED]

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From: [Kayla Blom](#)
To: [Public Comment](#)
Subject: Study session 11/9/2020 Bike Park
Date: Sunday, November 8, 2020 9:34:45 PM

[CAUTION: External Email]

I'm in full support of Pacifica building a bike park that is accessible to people from all walks of life. Kids to adults would benefit from the bicycling skills progression that bike parks encourage. It could also be a centralized location to spread the invitations to bike races, events, and fundraisers further encouraging community involvement.

Thank you for reading,
Kayla Blom

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From: [Robin Briggs](#)
To: [Public Comment](#)
Subject: STUDY SESSION 11/9/2020 - Bike Park
Date: Monday, November 9, 2020 7:22:36 AM

[CAUTION: External Email]

STUDY SESSION 11/9/2020 – Bike Park" (publiccomment@ci.pacifica.ca.us)

I assume that the middle field is where the tire swings used to be? I would be for this if **adequate parking** is planned for. We live on Humbolt Ct. and all it takes is one foolish person parking in the "No Parking" zone to make our street one-way because others follow suit despite the signs. The parking lot at Frontierland fills quickly and folks start parking anywhere (witness any July 4 where orange cones are set up to deter people from parking in the No Parking zones). I would be wary of how the people in homes on Yosemite would feel about this. The City needs revenue - I would certainly expect an entry fee and rules for riders to be adhered to. Expect the parking at the old Oddstad School to fill (charge for parking?).

I agree that using this middle field is a good idea as long as it is thoroughly thought out - removing as few trees as possible, providing bathroom facilities that are maintained (including picking up refuse left by riders), parking, rules for use, and enforcement. Perhaps a responsible private company should be employed to run it and ensure that it does not become a blight.

Robin Briggs


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From: [Coffey, Sarah](#)
To: [Public Comment](#)
Subject: FW: Agenda item - Study Session - Bike Park at Lower Frontierland Park
Date: Monday, November 9, 2020 9:32:20 AM

From: COMCAST - MAC PARFET [REDACTED]
Sent: Sunday, November 8, 2020 8:32 PM
To: Coffey, Sarah <coffeys@ci.pacifica.ca.us>
Subject: FW: Agenda item - Study Session - Bike Park at Lower Frontierland Park

[CAUTION: External Email]

From: COMCAST - MAC PARFET [REDACTED]
Sent: Sunday, November 8, 2020 8:28 PM
To: 'citycouncil@ci.pacifica.ca.us'; '%20coffeys@ci.pacifica.ca.us'
Subject: Agenda item - Study Session - Bike Park at Lower Frontierland Park

Mayor Martin and City Council,

I want you to know that as a neighborhood we have been exposed to an significant increase in the amount of police calls and public disturbances at Frontierland Park. During much of the year, the neighborhood has parking up and down Yosemite Drive.

Adding another facility that has extremely limited span of common public usage does not seem to me to be the best use of this park with the increase in noise and people.

Also, I do not understand why other alternatives near the exist skate park are not included since the skate boarding and biking are similar activities.

Lastly, with the pandemic and economic issues the governments are facing, is this really the best use of our public funds.

Regards,

Mac Parfet
[REDACTED]
Pacifica, CA

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From: [Tim Woolgar](#)
To: [Public Comment](#)
Subject: Bike park
Date: Monday, November 9, 2020 11:12:25 AM

[CAUTION: External Email]

As a parent and bike rider I want to support the Pacifica Bike park.

Our families need a safe and fun place to ride their bikes in Pacifica and it's easy to see the success of these parks in other cities.

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From: [Nathan Morello](#)
To: [Public Comment](#)
Subject: Pacifica Bike Park
Date: Monday, November 9, 2020 11:46:14 AM

[CAUTION: External Email]

I think the use of the lower Frontierland area would be ideal for a Bike Park, as a life long Pacifica Resident this city needs more outdoor space and area for the adults and kids to participate in. Please build it and make it happen. Nathan Morello [REDACTED], Pacifica CA 94044 [REDACTED]

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From: [Kimk72](#)
To: [Public Comment](#)
Subject: Bike Park in Pacifica
Date: Monday, November 9, 2020 12:01:17 PM

[CAUTION: External Email]

Please take interest and make this happen. This will be such an incredible addition to our town and offer some constructive activities for our community. Places like this will only benefit the community and the lives of all those that live here in our town. Even if people don't live here and hear about it, this will bring others in and hopefully spend money at our many business's here in town. I believe more opportunities like this should be created so we can have more places in town that people can get outside and enjoy our beautiful town!

Sincerely,
Kimberly Kirkpatrick

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From: [Colin Duwe](#)
To: [Public Comment](#)
Subject: STUDY SESSION 11/9/2020 – Bike Park
Date: Monday, November 9, 2020 12:58:32 PM

[CAUTION: External Email]

To whom it may concern:

I am writing to express my support for the proposed bike park at Frontierland Park. It would be a terrific, family-friendly asset for the community. I've had the opportunity to visit similar bike parks elsewhere in California and they're such a great gathering spot and support a healthy lifestyle and love for the outdoors.

Regards,
Colin Duwe

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From: [jason.james](#)
To: [Public Comment](#)
Subject: Bike Park
Date: Monday, November 9, 2020 2:51:56 PM

[CAUTION: External Email]

Good Day,

My name is Jason James and I have resided here for the last 20 years. I am writing in for my support for a Bike Park at Frontierland Park. As a youth I spent several years racing BMX bicycles in Santa Clara. As a youth my friends and I never had the opportunity to have a Bike Park. We would however make our own jumps in the local parks until they were torn down. The only bike park we ever had were the shell mounds located in Foster City. Riding my bike was a large part of my life. I believe that if the youth have a place to go bike riding it gives them a purpose. They are not out there trying to be the next Ryan Niquist, but just kids trying to be kids. I had the opportunity to visit the Bike Park in Lake Tahoe recently and was impressed at how well the track was put together. I truly believe that our Pacifica youth could use a Bike Park as several cities have done. Please consider moving forward with this project.

Sincerely,

Jason James

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From: [Frances Romero](#)
To: [Public Comment](#)
Subject: Bike Park in Pacifica
Date: Monday, November 9, 2020 3:17:37 PM

[CAUTION: External Email]

I highly recommend the city approve the plans for a bike park on the lower Frontierland site in Pacifica. I have lived in Pacifica since I was 9 years old (47 years and counting). I met my husband who has lived here 55 years.

I remember when Frontierland Park was developed when I was a young girl and attended Oddstad school. It was such a benefit to the children. We also helped in donating and working to remodel the upper park when our adult children were children.

Please consider making the bike park to offer more opportunities for the youth to play outside instead of in front of video games.

Sincerely,
Frances & Eric Romero

Pacifica, CA 94044

Sent from my iPhone

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Public Comments

Oral Comments



November 9, 2020
Regular City Council Meeting

From: [Sue Digre](#)
To: [Public Comment](#)
Subject: ORAL COMMUNICATIONS
Date: Sunday, November 1, 2020 4:06:25 PM

[CAUTION: External Email]

Sue DIGRE

i am always concerned about the ability of the residents of Pacifica to know what is going on in their own city. I am particularly alarmed during COVID. Electronic notifications ar not doing the job. Time and money have to be spent to outreach to the PUBLIC and to enable all members to participate in a timely manner. Not everyone has phones or computers or wifi. The Public should not be the only ones concerned about outreach. The City must do it.

hNk you.

Sue Digre

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Public Comments

Agenda Item # 11



November 9, 2020
Regular City Council Meeting

From: [Jason](#)
To: [Public Comment](#)
Cc: [City Council Group](#)
Subject: Council Meeting 11/9/2020 Item #11: Consideration of an appeal of the Planning Commission's approval of Site Development Permit PSD-843-19, Coastal Development Permit CDP-409-19, Use Permit UP-118-19
Date: Sunday, November 8, 2020 10:19:38 PM

[CAUTION: External Email]

Hello Members of the City Council,

In consideration of an appeal of the Planning Commission's approval of Site Development Permit PSD-843-19, Coastal Development Permit CDP-409-19, Use Permit UP-118-19: I object to the project pending further examination. Due to the proximity of the site to the coastal bluff and the size of the proposed building, there is a threat of erosion of the land on which the proposed building is to be constructed. Lack of foresight by the city allowing the construction of this **building** too close to the ocean bluff may leave the city financially obligated for at least some if not all demolition costs of an uninhabitable building. I ask for a reasonable **investigation** of coastal bluff erosion to be initiated before any building can be erected on this site.

Thank you for your time.

Jason J Lutes

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Brooks, Elizabeth

From: Cherie Chan [REDACTED]
Sent: Monday, November 9, 2020 10:42 AM
To: Public Comment
Cc: Robert Vercoe
Subject: Agenda Item No. 11: Consideration of an appeal of the Planning Commission's approval of Site Development Permit PSD-843-19, Coastal Development Permit CDP-409-19, Use Permit UP-118-19, and Sign Permit S-131-19 for construction of a three-story mixed-us...

[CAUTION: External Email]

Hi, I noticed that Robert Vercoe's note, sent Mon, Jul 13, 2020 at 11:13 AM, was excluded from the numerous letters written in opposition to the project at 1300 Danmann.
I recognize that many letters were written in opposition to the project, specifically citing the notable erosion which many neighbors witness first-hand on a daily basis, and would like to make sure there are no other letters missing from the public record. Thank you.

----- Forwarded message -----

From: 'Robert Vercoe'
Date: Mon, Jul 13, 2020 at 11:13 AM
Subject: Agenda item 15: 3333 : An Appeal of Planning Commission Action on 1300 Danmann Avenue
To: <publiccomment@ci.pacifica.ca.us>
Cc: <beckmeyers@ci.pacifica.ca.us>, <bierm@ci.pacifica.ca.us>, <vaterlauss@ci.pacifica.ca.us>, <o'neillm@ci.pacifica.ca.us>, Deirdre Martin <martind@ci.pacifica.ca.us>, <murdockc@ci.pacifica.ca.us>, <coffeys@ci.pacifica.ca.us>, stephen clements <greetingsfromanotherplanet@gmail.com>

Hello City Officials and Planners,

We are writing you again in an attempt for our concerns to be heard regarding proposed developments in the Pedro Point neighborhood that present a risks to residents including the proposed developments mentioned below.

Our family lives at San Pedro Ave. We strongly oppose the 1300 Danmann project and support our neighbor, Stephen Clement's appeal. Our concerns include:

- The project did not follow an appropriate CEQA review process.
- It is insufficiently setback from a bluff which has known erosion Coastal Erosion Hazards. *During my walks to the beach*, I have observed the profound erosion just north of the property and along the bluff adjacent to the property.
- There is a seasonal spring South of the property along Kent running behind the Firehouse.
- There are no setbacks to the project from the sidewalk, citing the Pedro Point Firehouse as precedence, but the Firehouse was built before the city was incorporated and no building standards existed at that time.
- This will create traffic and pedestrian safety concerns, and a proper traffic and intersection study was not completed.
- This project is set to not only impact traffic but create further parking issues in an already impacted area.
- This increase will intensify the trash litter on the street by the influx of more visitors.
- The height of the buildings is out of character with the neighborhood.

- The project will excessively block light in the neighborhood and shade neighbor homes
- A project of this scale should have reached out for community input in advance of going to Planning Commission.
- The Planning Commission should have allowed additional time for review, not just 3 days from posting drawings, in consideration of the covid crisis.
- Relationship of the project to the Firehouse and playground across the street was not addressed in the presentation.
- The project is insufficiently setback from the bluff which has known erosion and doesn't clear the 100- year standard according to the Coastal Commission. As such it could become a public burden.

In light of these concerns, this project as-is should be rejected.

Thank you for consideration
Rob Vercoe

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Thank you for caring about our smart, science-based planning, our neighborhood, and open space.
To unsubscribe from this group, send email to pedropointfield+unsubscribe@googlegroups.com
View this message at <https://groups.google.com/d/msg/pedropointfield/topic-id/message-id>

You received this message because you are subscribed to the Google Groups "PedroPointField" group.
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To view this discussion on the web visit <https://groups.google.com/d/msgid/pedropointfield/D5C9615F-33E1-4911-9161-D67D32F00F2B%40me.com>.

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Cherie Chan


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From: [Cherie Chan](#)
To: [Public Comment](#)
Cc: [City Council Group](#)
Subject: Council Meeting 11/9/2020 Item #11: Consideration of an appeal of the Planning Commission's approval of Site Development Permit PSD-843-19, Coastal Development Permit CDP-409-19, Use Permit UP-118-19
Date: Monday, November 9, 2020 1:20:08 PM

[CAUTION: External Email]

Hi there!

I am reviewing the documents at the City Council website, and noticed that in addition to my note about Robert Vercoe's missing comments, Dan Shugar's comments as they related to this project were also excluded from record. Specifically, they were missing from the Agenda Packet, Attachment L. I have included a link for your convenience.

[Attachment L - Public Comments Received](#)

Could you please make sure they are included? Thanks.

Also, I noticed that the Draft Resolution is now posted (it wasn't there when I looked Saturday.) When was that added?
Thanks.

From: Dan Shugar [REDACTED]
Sent: Monday, May 4, 2020 9:04 PM
To: murdock@ci.pacifica.ca.us <murdock@ci.pacifica.ca.us>; coffeys@ci.pacifica.ca.us <coffeys@ci.pacifica.ca.us>
Cc: julia.koppmannorton@coastal.ca.gov <julia.koppmannorton@coastal.ca.gov>; Stephanie.Rexing@coastal.ca.gov <Stephanie.Rexing@coastal.ca.gov>
Subject: Opposition to project File No. 2019-025 PSD-843-19

Planning Commission:

Our family, with a home on [REDACTED] strongly opposes the referenced project on Kent Road/Danmann corner. There are so many things wrong with this project for our neighborhood it is hard to begin. It does not meet requires of Scale, Covered Parking, Setback, neighborhood fit. We have reviewed Mr. Casillas's concerns (below) and also agree with those.

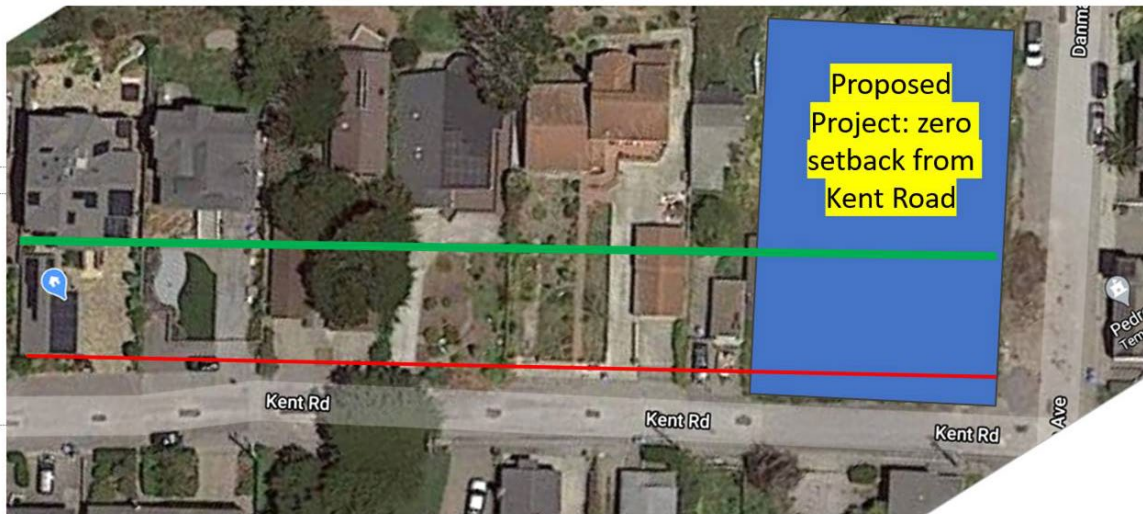
We are supportive of reasonable development of this parcel, which could include one or two homes, or a reasonable mixed use project with appropriate setbacks. Please see image below, which should most homes on Kent Road have a 50-60 ft setback, even garages have 10 ft setbacks. Do not allow this monstrosity to be constructed, please.

Respectfully, Dan Shugar

All Existing Structures on Kent Road have a minimum of 10' setback from Property Line.

Homes typically are 60' or greater setback

Proposed project should have minimum 10' setback requirement from Kent Road



Dan Shugar, P.E.

M 510 368 0192 | D 510 270 2490

May 4, 2020

To: Christian Murdock, Planning Director, City of Pacifica, Pacifica Planning Commission
From Samuel Casillas, Resident of Pedro Point, Pacifica

Subject: Coastal Development Application CDP-409-19 proposed multiple building/unit mixed commercial proposal

Dear Mr. Murdock,

Please be advised that the proposed development on the 1200 block of Danmann (CDP-409-19, UP-118-19, PE-185-19 and S-131-19) is not acceptable and should be denied entirely. Note that any CDP application should also include the adjacent parcel (APNs 023-013-030) since the adjacent lot is a substandard lot and should be merged with these two APNs. There are multiple issues that have not been adequately addressed and require the Planning Department's attention especially considering new data and evidence:

- 1. Coastal erosion associated with climate change:** The most serious concern is these two APNs sit directly above Shoreline Drive that is prone to coastal erosion and landslides. The latest USGS modeling and the city's own LCLUP map data in the proposed GPU shows the cliff eroding to Kent Street, additionally the city's data source from the Pacific Institute is from 2009 and all Sea Level rise map projections are now being revised to show more dire outcomes (see exhibits A1-2). This property should be utilized for coastal erosion mitigation in accordance to SB379. I have personally observed the cliffside along Shoreline Dr where there is erosion activity on a regular basis with five feet of earth and fencing falling from one of the home's backyard the past two months. The bluff directly in front of this property has a concrete platform that has recently given way and is falling into the ocean and is only a few feet away from this proposed development. Additionally, there is another 10 feet of the bluff that is ready to fall into the ocean at any time now (see attachment B).
- 2. This project is not exempt from CEQA:** The planning department erroneously concludes that a this proposal is exempt from CEQA, but due to the site being in a documented coastal hazard zone the California Coastal Commission has submitted a letter requesting some very concerning conditions for approval and therefore an EIR is required (see exhibit C). The potential destabilization of the adjacent bluff to this property is well documented. Shoreline Drive has fallen into the ocean where there was previously a two lane road, all platform and driveway structures leading down to the dock area have buckled and the stability of these APNs is questionable. It has also come to my attention that the Coastal Commission has warned the city that the engineering calculations paid for by the applicant (demonstrating implied bias) and utilized for the same applicants proposal of CDP-413-19 minimized and underestimated the level of erosion at a reported historic erosion rates in the range of 0.1 to 0.45 ft/yr while a more scientific and unbiased source (e.g. USGS) reports much higher rates. Based on an assumed design life used for purposes of hazard analysis assumed to be 100 years (bluff erosion hazards through 2100-2120) should utilize a much higher historic erosion rate for this analysis. The USGS average historical retreat rate that the Coastal Commission has recommended is 2.3 ft/yr meaning that 100 feet of this property would only last 43 years; so is the city setting a new California design life standard of 43 years? As the Coastal commission has stated for the adjacent CDP-413-19 and implied here is that "the setback of the proposed residence may not be adequate for the full design life of the project". A more recent publication from the USGS (Bernard, et. al.) also specifically points to Pedro Point because of the areas hazard zone volatility (see attached article in email). This flooding model demonstrates the Sea Level Rise hazard that has a major impact on bluff erosion. Additionally:
 - a. The impact of drilling piers and putting multiple tons of weight on this bluff will produce major stress on the unstable bedrock below where there are also active springs. The city has had to do major road repair in 2019 to relieve the pressure of underground springs going down Kent street right in front of this APN. This will lead to major instability for the residence at the end of Danmann Ave/Shoreline Dr. that will cause this residence to fall into the ocean sooner rather than later. Further, there is no adequate data on hydrology in this area effected by the water flowing under this property and the city is aware of this so this project needs to be denied otherwise is the city willing to take on this

liability?

- b. The city was also made aware by The Coastal Commission that Western Salamanders were found on the property; so again, this project is not exempt from an Environmental Impact Report (EIR) that must be performed
3. **Coastal Act protection of visual resources:** According to the CALIFORNIA COASTAL ACT - CHAPTER 3. Coastal Resources Planning and Management Policies [30200 - 30265.5] ARTICLE 6. Development [30251]: "The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting." The proposed new development at 1200 Danmann is NOT compatible with this coastal act policy in any way. Therefore, this project should be denied.
4. **City requirements for design life based on California building code:** Approval of this project would contradict the City's approved Local Coastal Land Use Plan. Page C-16 indicates that development is required to be "determined by a geologist to remain usable throughout the design life of the project and determined to be adequate to withstand a 100-year hazard event. Furthermore, the design life of any application requires that a designer reasonably expects a development to safely exist for 100 years. This is in line with national and state building codes so why would the city approve a CDP for a project that will probably not stand for more than a few years? As stated above this design life would not even make it for half of the design life and by only walking out to the end of this bluff and using any standard of common sense one can see 10 feet of bluff ready to fall into the ocean so only willful ignorance of the facts would allow the city to approve this project.
5. **Arbitrary and Capricious City planning directives:** According to the planning departments own statements for prior approvals in Pedro Point substandard lots (meaning those under 5,000-sf), which are owned by a property owner with an adjacent lot, were merged in the 1980's. Therefore development on these two lots must be part of any development at APN 023-013-030. The zoning of the three lots is a moot argument; there has never been any historical commercial use or any use of these two lots other than storage of two pet lamas; the only other use is residential on APN-0230-013-030 with a storage shed on one of these two APNs. The standard to use here is the "existing conditions" so with "zero" historical development for any future development the city cannot make an exception and this permit application should be denied.
6. **Neighborhood Fit:** Pedro Point is overwhelmingly a residential neighborhood. There are a few apartments through-out the neighborhood which have proved to be problematic. This will be by far the largest building in Pedro Point and will eclipse all other buildings in the neighborhood. This would be a major apartment development which would be completely out of scope with the neighborhood; this project should be denied. Additionally:
 - a. The applicant is requesting PE-185-19. The city has already approved multiple parking exemptions throughout Pedro Point. This neighborhood is at a breaking point for parking and there is literally no more room for more cars along Danmann Ave or Kent road or San Pedro Ave. Additionally, most of Shoreline Dr. has fallen into the ocean so there is no parking available there for the residents. A parking exemption should not be approved and this project should be denied.
 - b. S-131-19: Applicant is requesting signage. No signage exists along Danmann Ave other than two modest commercial ventures with minimal signage. The application should be denied.
 - c. The applicant is requesting no set-backs claiming that the historical Pedro Point Firehouse has no setbacks; this is also erroneous because this was a development from before the city was even incorporated and there were no city standards; this project is not exempt from city standard codes and should again be denied on this basis.
 - d. The city has not established ownership of the paper street on the propriety known as "Beau Rivage" and until ownership is established this application should be denied.

Also, the city planning department should be aware of its own goals to develop more visitor serving commercial. All mixed use development should be 70% commercial and 30% residential in order to make any commercial development not only viable but to assure the developer is serious about the commercial portion of the development. The planning department is aware of multiple examples throughout the city where the majority of a mixed use development has a commercial component only as a requirement to build and is an afterthought the apartments above the commercial space. On the city's own economic goals this project should be denied.

Please note that this request for denial is based on the city's approval of **new development** where new climate change models are being constantly introduced and updated with more dire projections; existing buildings along any bluff in Pacifica were previously build without the advanced data now being utilized due to the real threat of man-made climate change. The city's tax payers have now had to pay multiple millions to remove multiple buildings through emergency orders so why would the city want to set up future tax payers for more emergency removals of structures NOT paid for by the developers, but by the tax payers? The Coastal Commission will also not allow future shoreline reinforcements, again demonstrating major negative impacts from this project.

Also be advised that the residents of Pacifica realize the city's current approach is to approve any multiple unit development that meets SMCAR's real estate low-standard development goals while ignoring scientific analysis so it is prudent for the applicant to prepare for a Coastal Commission appeal if this project is approved by the city.

Thank you for your consideration.

Sincerely,

Sam Casillas

--
Cherie Chan

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Public Comments


Agenda Item # 12




November 9, 2020
Regular City Council Meeting

From: [Suzanne Moore \(via Google Docs\)](#)
To: [Public Comment](#)
Subject: City Council Regional Housing Need remarks 11:9:20 - item #12
Date: Monday, November 9, 2020 3:10:31 PM
Attachments: [City Council Regional Housing Need remarks 11920.pdf](#)


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 has attached the following document:

 City Council Regional Housing Need remarks 11:9:20

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ITEM 12 REGIONAL HOUSING NEED ALLOCATION 11/9/20

Thank you, City Staff, for your summary of the Regional Housing Need Allocation Methodology. From your summary, I and other Pacificans can better understand that RHNA 6 recommendations are daunting.

I have some thoughts on a comment letter about these recommendations:

FIRST We have a desperate need for affordable housing here in Pacifica. We can consider increasing density along transit corridors. We can also consider ways to incentivize ADU's that would be earmarked for low income Pacificans.

SECOND We should prioritize housing for essential workers: teachers, healthcare providers and ancillary staff, childcare workers, service workers, and others who contribute to the community's day-to-day functioning. If COVID has taught us anything, it has taught us we are interdependent and housing is necessary for the health and wellbeing of the entire community.

THIRD We must improve transit in Pacifica and reduce dependency on automobiles

- . Easy parking and access to BART
 - . student transit to local schools
- these could help to reduce traffic.

FOURTH We must include environmental safety with strong protection against building in areas prone to fire, landslides, and flooding.

When the city communicates to Pacificans, it must reach out in the mail to those in our community who do not have access to WIFI or computers. It also should choose a time reasonable to working

families - make it the first agenda item, not the last. City communication must be expanded to all Pacificans to assure engagement - especially for neighborhoods which could be heavily impacted by housing changes.

Council priorities should include support of affordable housing initiatives, housing impact fees earmarked for affordable housing, an increase in the inclusionary housing recommendation, and cessation of contractor waivers (we need contractors to build affordable housing, not escape with a minimal fee).

Since 2015, Pacifica has seen 79 new housing units - 81% were above the moderate income level. Our need for very low, low, and moderate income housing is acute. We need to increase affordable housing without compromising environmental safety and protection. The resiliency of our community is dependent on accomplishing this task.